

APPENDIX D

PRELIMINARY TRAFFIC ANALYSIS FROM THE DDOT TAKOMA TRANSPORTATION PLAN

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Traffic Information from the DDOT Takoma Transportation Study

As part of an ongoing DDOT transportation study in Takoma, there is some preliminary traffic analysis that would affect some of the alignments through the Takoma area and, conversely, the alignments would affect the analysis. The analysis reviewed peak hour traffic volumes to determine the current Level of Service (LOS) for the area's road system and identify the most significantly congested locations. The results of this assessment for two key intersections in the study area are summarized in the Table below. A LOS of "A" indicates free flowing traffic during peak travel times. An LOS of "F" indicates severe traffic congestion during peak travel times.

AM/PM Peak Hour Traffic Volumes and Levels of Service (LOS)

Intersection	AM/PM Peak Hour Traffic Volume	AM/PM LOS
Carroll St. / Cedar St.	1229 / 1386	B / B
Blair Rd. / 4 th St. / Cedar St. / Carroll St.	1788 / 1839	F / F

Within the study area, the intersection at Blair Rd. and 4th/Cedar/Carroll Streets carries the greatest volume of peak hour traffic and is one of the most congested points in the community's road system with LOS F during peak travel periods. This intersection will therefore be a primary focus for improvement in the transportation strategies to follow.

Existing & Projected Transit Services and Facilities

Approximately 1.6 million riders exit Takoma Metrorail station annually. At least 220 WMATA Metro and 325 Montgomery County Maryland Ride-On buses pass through the station each weekday. Transit service begins as early as 4:30 am and ends as last as 2:00am.

Metro and Ride-On busses currently use the existing Carroll Street entrance as the primary point of entry and exit to the Metro station site. Approximately, 15-20% (48-65) of Ride-On busses use the existing access on Eastern Avenue, primarily exit only. The station's bus facility currently includes nine bus bays for loading/unloading passengers, with Metro and Ride-On each using four bays and one bay not assigned. Most bus stacking/idling occurs on-site near the existing bus turnaround. Although Ride-On officially prohibits the practice, the agency's buses have at times been observed stacking and idling along Cedar Street on the eastern side of the station site.

Parking for transit users at the Takoma station is provided in a surface lot accessed from eastern Avenue with approximately 10 Kiss and Ride spaces. Permitted parking hours and durations are limited to discourage all-day commuter use. These restrictions were a result of strong citizen action during the station's design that was intended to strengthen the station as a pedestrian and transit hub rather than an automobile-oriented commuter station.

- Ride-On requires retention of a bus exit to Eastern Avenue to avoid costly bus rerouting from the station.

CONTACT INFORMATION

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For digital copies and to view the study online go to: **www.ddot.dc.gov** and follow the links to the Bicycle Transportation Program.